

CEDARVALE

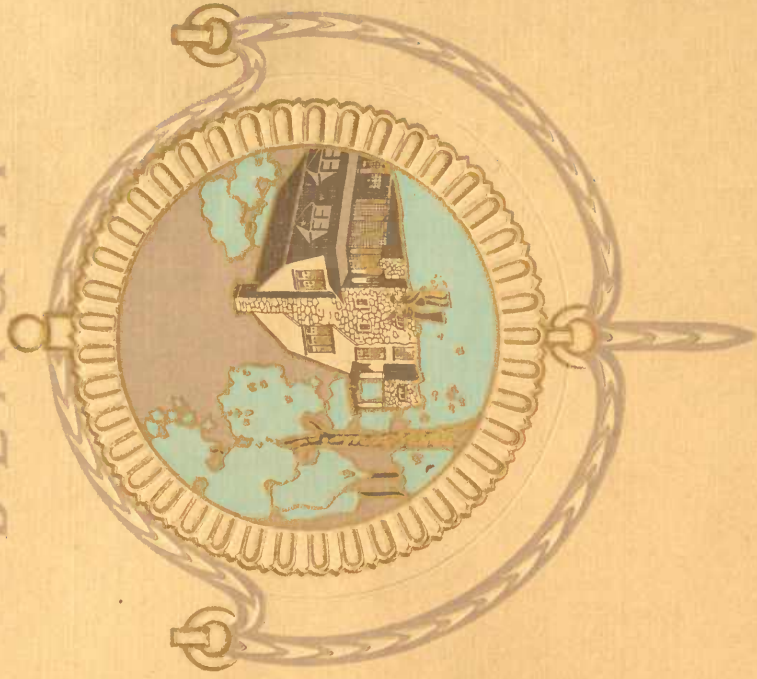
333.3 B 673

URBAN

STACKS
TORONTO

CEDAR VALE

A RESTRICTED RESIDENTIAL
SUBURB OF GREAT NATURAL
BEAUTY



The BRITISH & COLONIAL
LAND & SECURITIES CO.
limited



TORONTO PUBLIC LIBRARIES

REFERENCE LIBRARY

PRESENTED BY

E. W. Banting, Esq.
Toronto

333.3.B673

Edw. G. Anthony



CEDAR VALE

*A Restricted Residential
Suburb of Great Beauty*

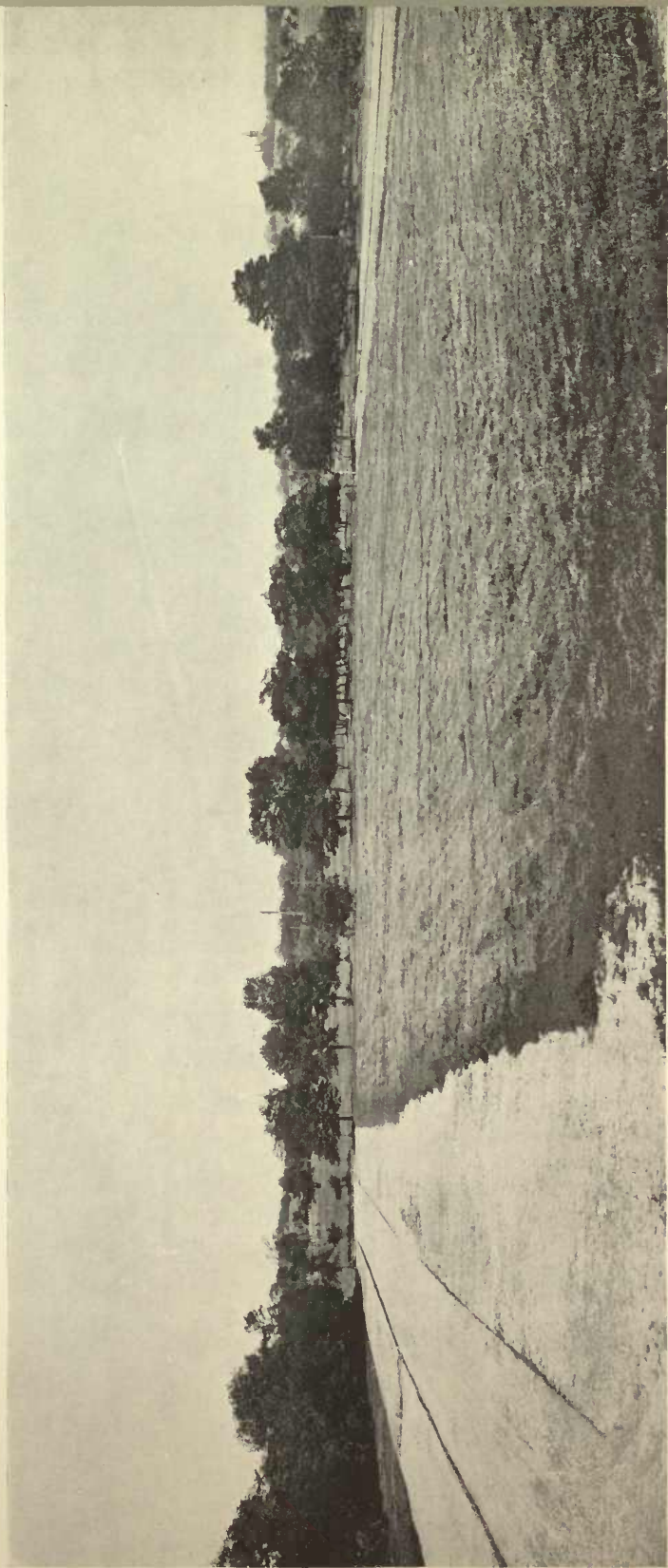


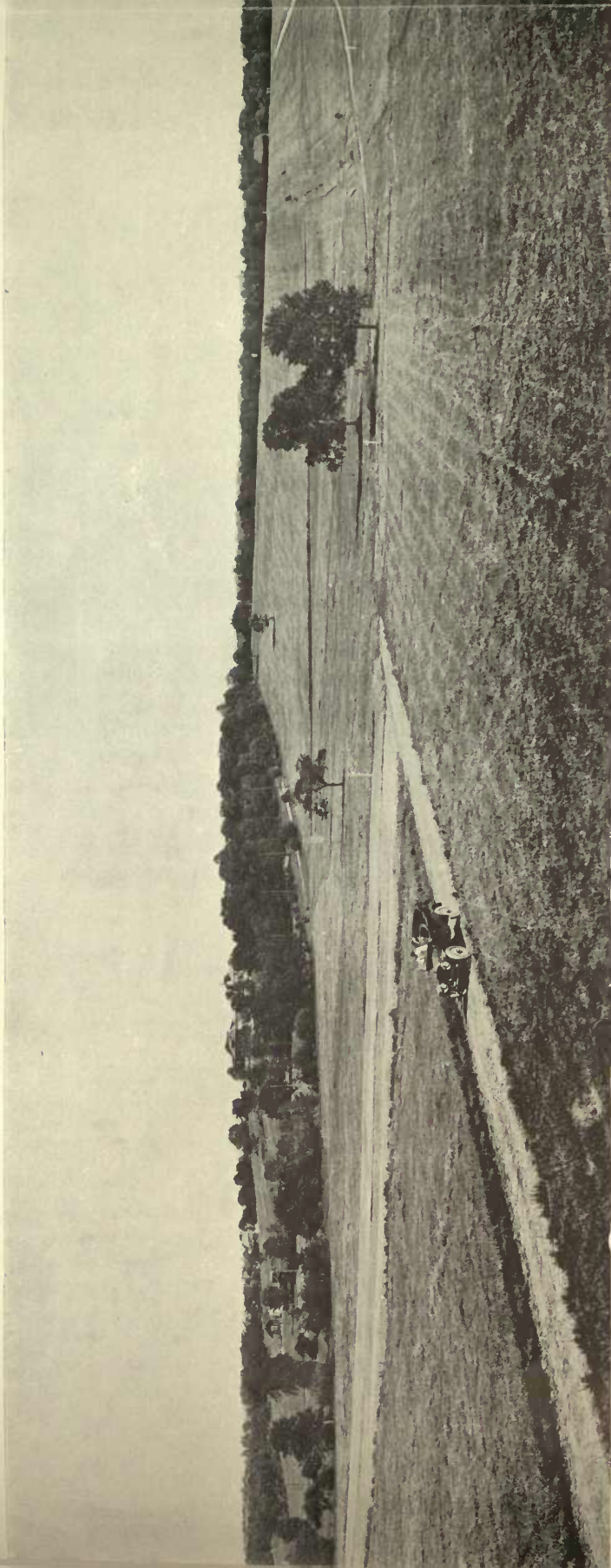
The BRITISH & COLONIAL
LAND & SECURITIES CO.
limited

SEP 28 1942

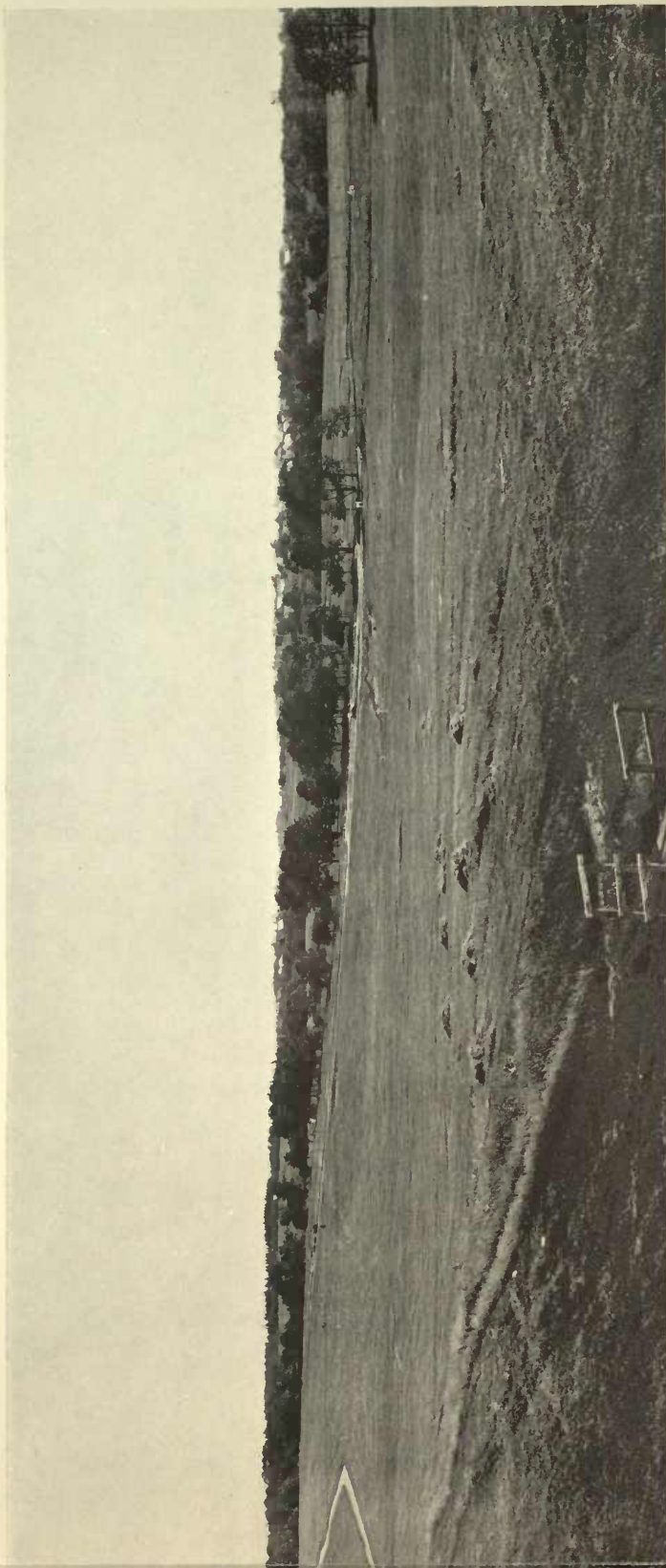








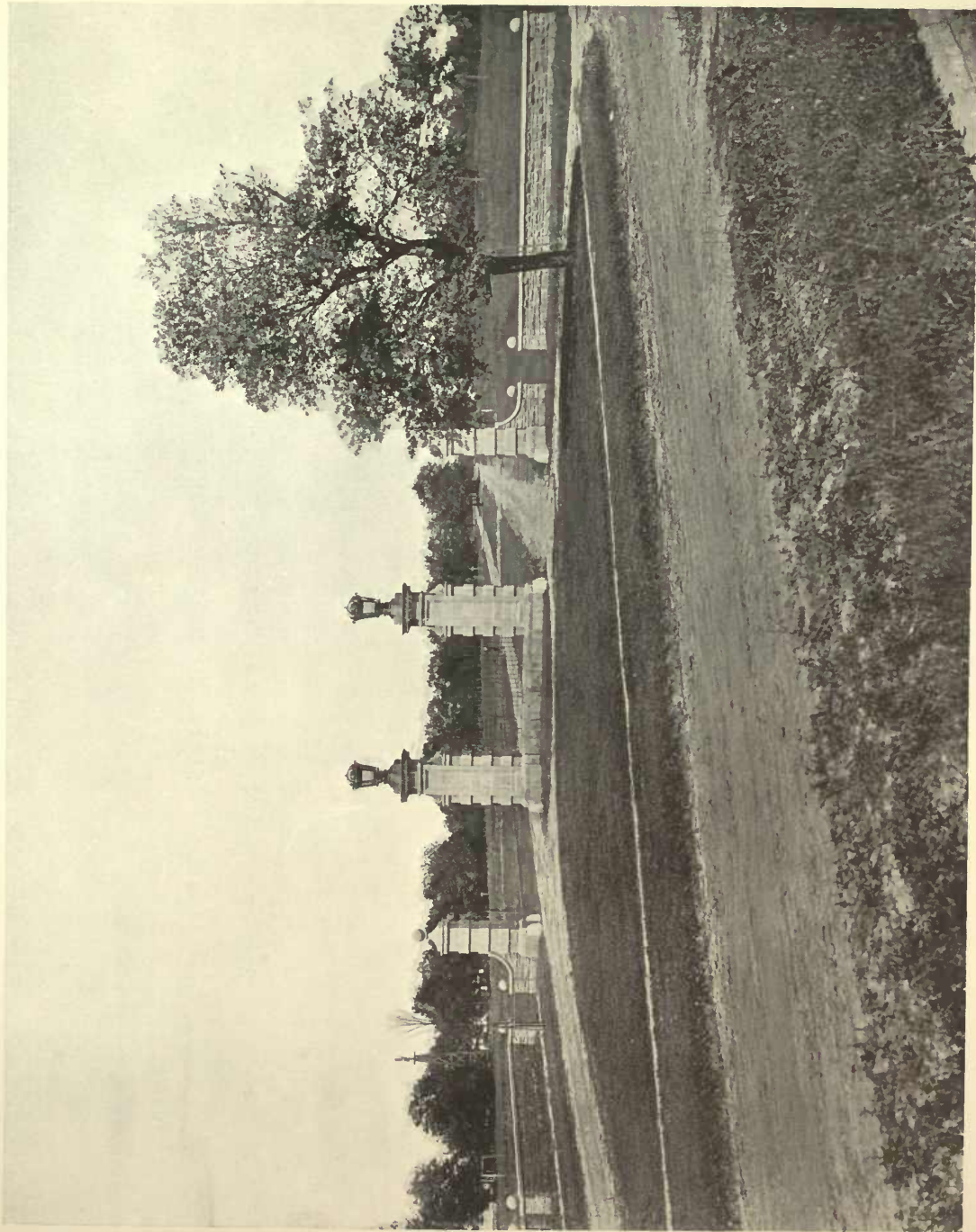
PANORAMA



View from Lauder Road overlooking the Northern portion of the Property, showing the Ravine in the distance. Connaught Avenue is on the extreme right. Connaught Bridge over the Ravine, not visible, is to the right of the haystack showing against the trees of the Ravine. The automobile is on Hilltop Road.

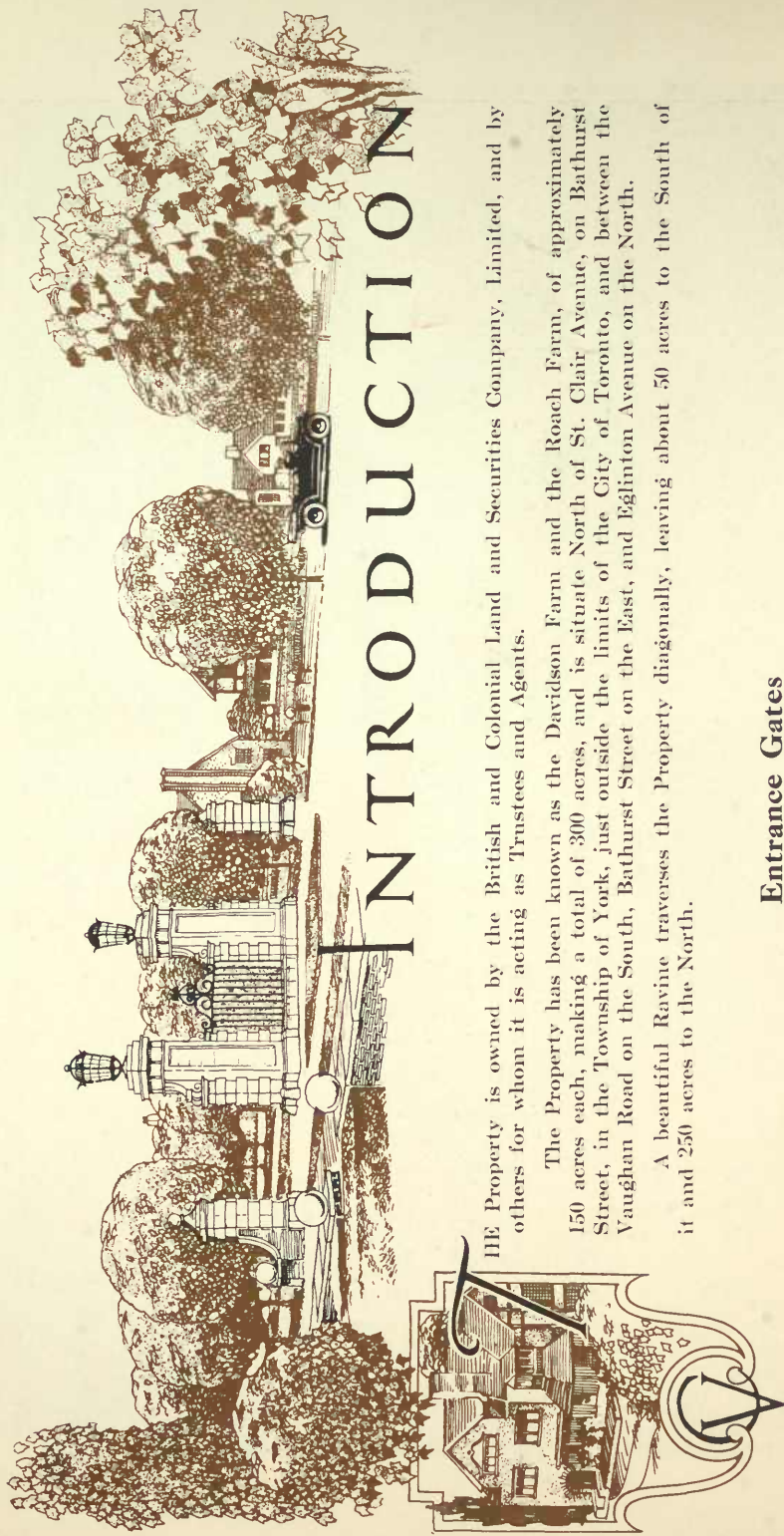
List of Photographs

	Page
Panoramic View from Launder Road, Overlooking the Northern Portion of the Property-	4-5
Connaught Gates, the Entrance to the Property from Bathurst Street	6
Connaught Bridge from the Ravine	8
Old Farm Road, Crossing the Brook in the Ravine	9
Strathearn Road, Showing the Location of Mr. W. B. Boyd's House	10
View of the Glade at the North-West End of the Ravine	12
Another View of Connaught Bridge from the Ravine	13
The Ravine, Looking Easterly from the Bridge	14
Panoramic View of Connaught Bridge, Looking South	14-15
Connaught Bridge, Crossing the Ravine from the Southern Portion of the Property	16
MAP OF THE CITY OF TORONTO, SHOWING PROXIMITY OF CEDAR VALE	18
Hillbrow Avenue, Looking towards Bathurst Street	20
Panoramic View, Showing Opening in the Ravine at the West End	20-21
Driveway through the Glade	22
View from the Rear of Mr. Boyd's New Residence	23
Connaught Avenue from the Park Circle to the Entrance Gates	24
The Ravine and Connaught Bridge from Strathearn Road	26
Another View in the Glade	27
The Ravine Drive through the Glade	28
Panoramic View of Strathearn Road near its Northern End	28



Comnaught Gates

The Entrance to the Property from Bathurst Street into Comnaught Avenue. This is at the extreme South end of the Property. Vaughan Road is just beyond the Windmill at the left-hand side of the picture.



INTRODUCTION

THE Property is owned by the British and Colonial Land and Securities Company, Limited, and by others for whom it is acting as Trustees and Agents.

The Property has been known as the Davidson Farm and the Roach Farm, of approximately 150 acres each, making a total of 300 acres, and is situate North of St. Clair Avenue, on Bathurst Street, in the Township of York, just outside the limits of the City of Toronto, and between the Vaughan Road on the South, Bathurst Street on the East, and Eglinton Avenue on the North.

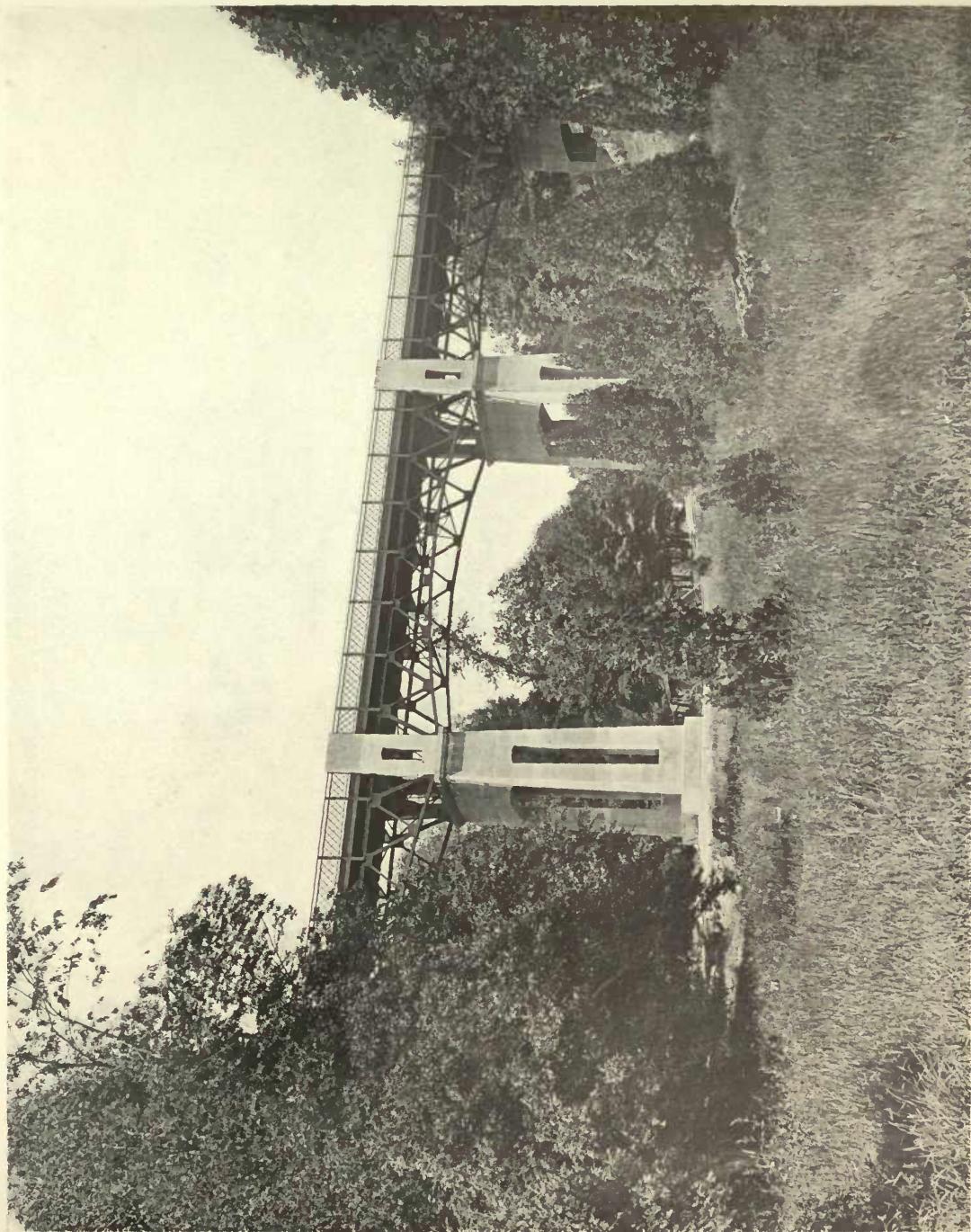
A beautiful Ravine traverses the Property diagonally, leaving about 50 acres to the South of it and 250 acres to the North.

Entrance Gates

HANDSOME Gates, with a garden approach, have been erected on Bathurst Street, near the South end of the Property, opening into a Boulevard Drive, 88 feet wide, called Connaught Avenue, running in a North-westerly direction from Bathurst Street to the Ravine.

Connaught Bridge

THE Company has constructed over the Ravine, as part of Connaught Avenue, a substantial and handsome high level Bridge of concrete and steel, 52 feet high and 440 feet long; the object of this Bridge is to connect together the Property North of the Ravine with the Property South of the Ravine, and to afford easy access to the North section; heretofore the only approach to this North section has been by way of the steep Bathurst Street Hill, which was both difficult and dangerous. The Bridge puts the whole property on the one level, and does away with the Hill altogether, connects the two sections of the Property, and provides an easy, convenient and most attractive entrance to the North section; the views of the Ravine from the Bridge, on both sides, are very attractive, and quite equal to the Ravine scenery of Rosedale.



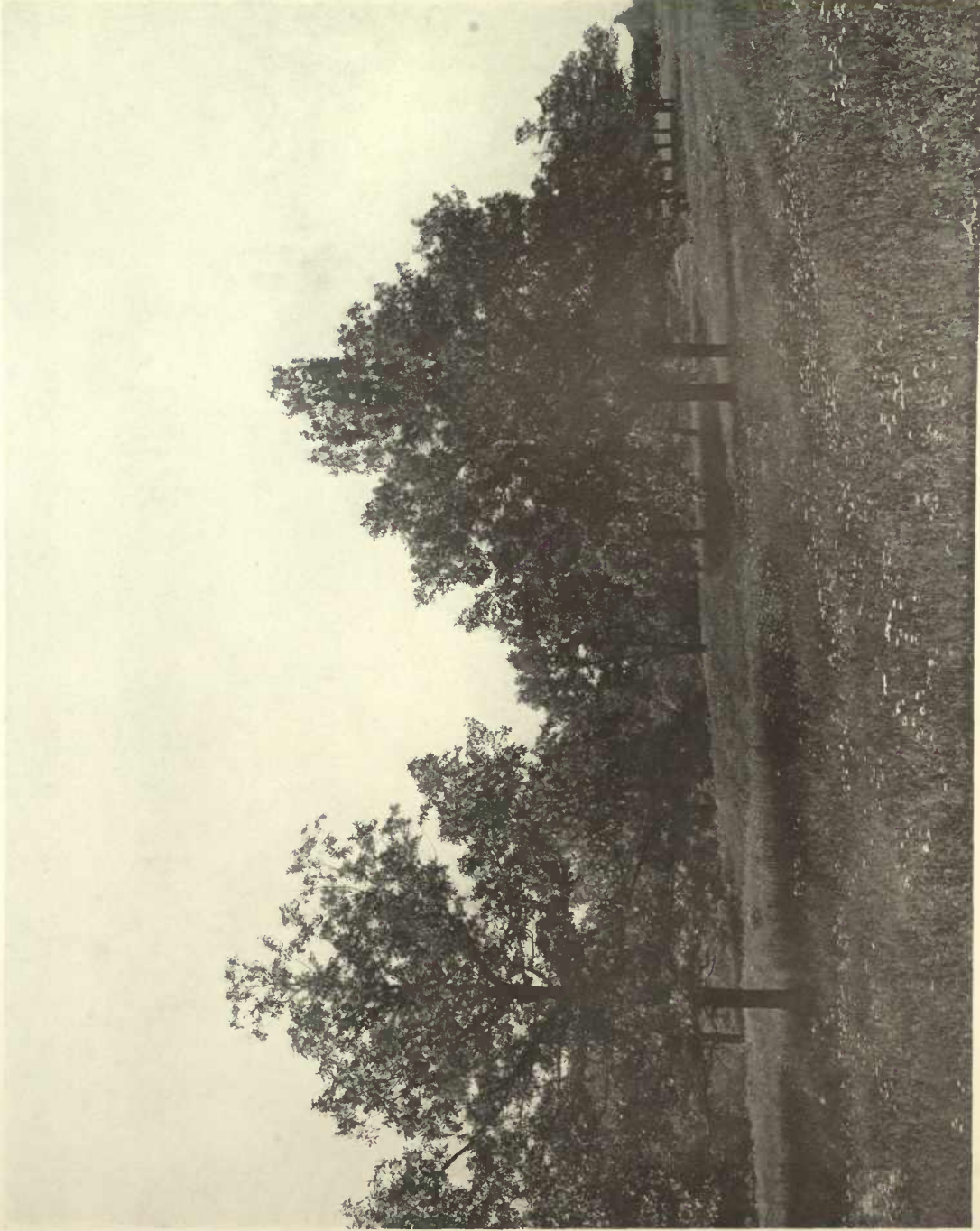
From the Ravine. This picture is taken from the floor of the Ravine, looking West. The bridge is 52 feet high and 140 feet long.

Connaught Bridge



Crossing the Brook in the Ravine.

Old Farm Road



Showing the location of the new house recently erected
by Mr. W. B. Boyd.

Strathcarr Road

The Design of Development : Distinctive Features

THE Plan for the development of the Property was prepared by Messrs. Dunington-Grubb & Harries, and the design is striking and effective. The Ravine, which traverses the Property diagonally from the South-east to the North-west boundaries, has been taken as the guiding feature.

The main avenue, Connaught Avenue, runs from Bathurst Street, South of the Ravine, in a North-westerly direction to Connaught Bridge, and then North to Eglinton Avenue, its course being approximately right through the centre of the Property, and dividing it into the East half and the West half.

Strathearn Road begins at Bathurst Street, North of the Ravine, and runs in a Westerly direction parallel with the Ravine as far as Connaught Bridge, when it continues North-westerly to Eglinton Avenue.

Hillbrow Avenue is most beautifully laid out; it runs from Bathurst Street along the South bank of the Ravine past Connaught Bridge to the open section of the Ravine shown in the panoramic photograph number 13, from which avenue the picture was taken; there are beautiful Ravine Lots for sale all along this Avenue, although many of them have already been taken; one good residence has already been erected on this Avenue at the head of Markham Street.

Connaught Avenue is 88 feet wide throughout; its design includes all the most modern features of Boulevard Roadways; there is a strip of Parking 24 feet wide in the centre, a Roadway on either side, each 20 feet wide; between the Roadway and Sidewalk there is a grass strip three feet wide planted with trees, the sidewalk itself is six feet wide, then another grass strip three feet wide to the Boulevards of the houses, and the Building Restrictions provide that the porch or steps of any house must be built at least 25 feet from the street line; the result is that between the houses on Connaught Avenue there is a space of 138 feet, containing Boulevards, Roadway, Sidewalks, Parking, and avenues of Trees.

Strathearn Road and Hillbrow Avenue and the other Avenues are 66 feet wide, and contain all the features of Connaught Avenue except the centre strip of Parking and the double Roadway.

All these features can be readily seen by a glance at the Plan.

Park Gardens

PARK GARDENS have been reserved in the Northerly part of the Property at about its centre; they will be seen on the Plan as Connaught Gardens; they contain five acres, situated at one of the highest points, overlooking the whole Property, with a view of the City below and the Lake beyond; Connaught Avenue widens out at this point, passing on each side of the Park.

At two other points in the East and West portions of the Property there have also been reserved sites for Churches or Public Buildings.

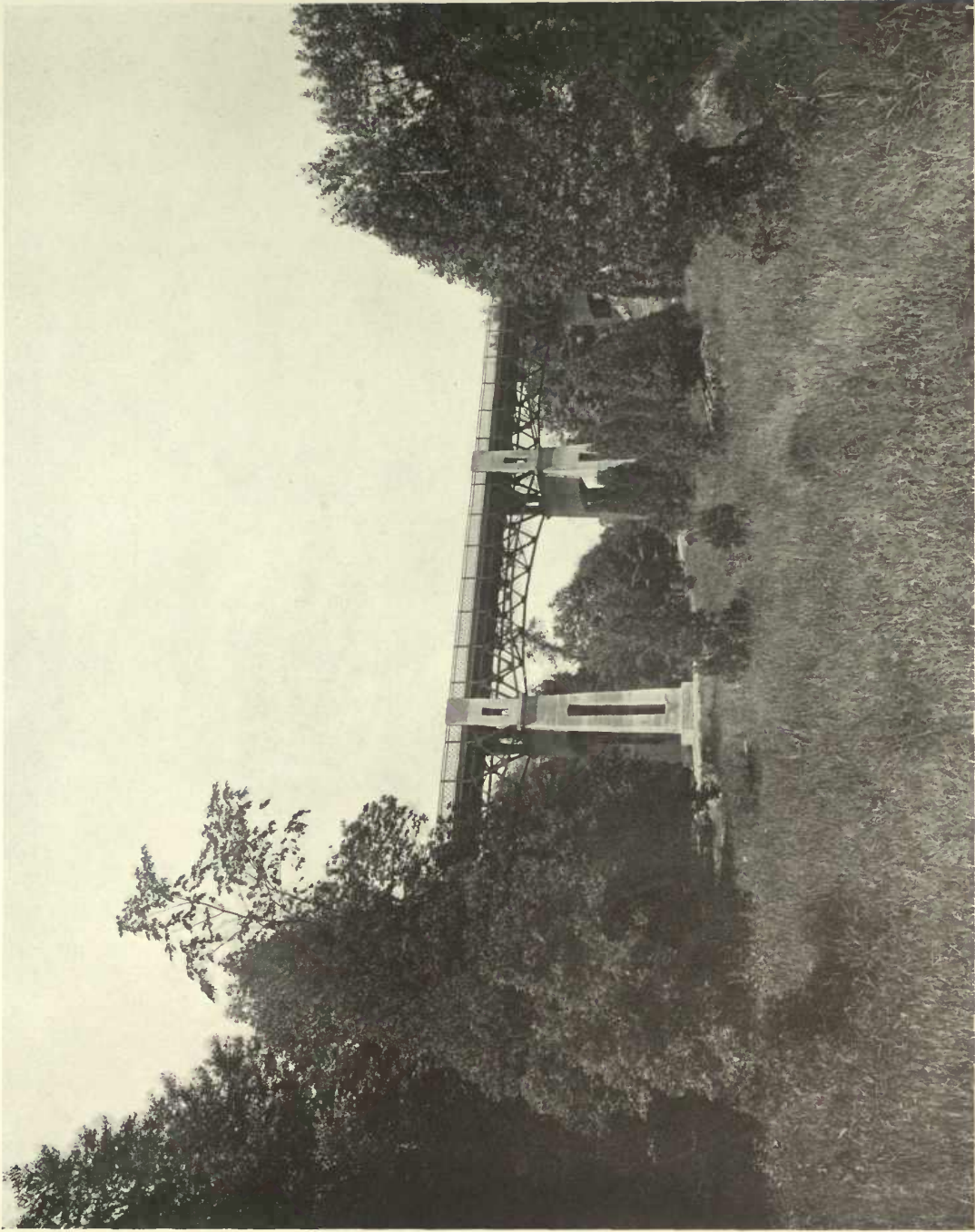
The Garden Circle

IN the Southern portion of the Property at about its centre, and at the point where Connaught Avenue turns Northwards towards the Ravine Bridge, a Garden Circle has been set apart; this will be planted in shrubs and flowers; it is only a short distance from the Vaughan Road, and on entering the Property from that Road its effect is to change the character of the locality from the store district on the Vaughan Road into the residential section of Cedar Vale.



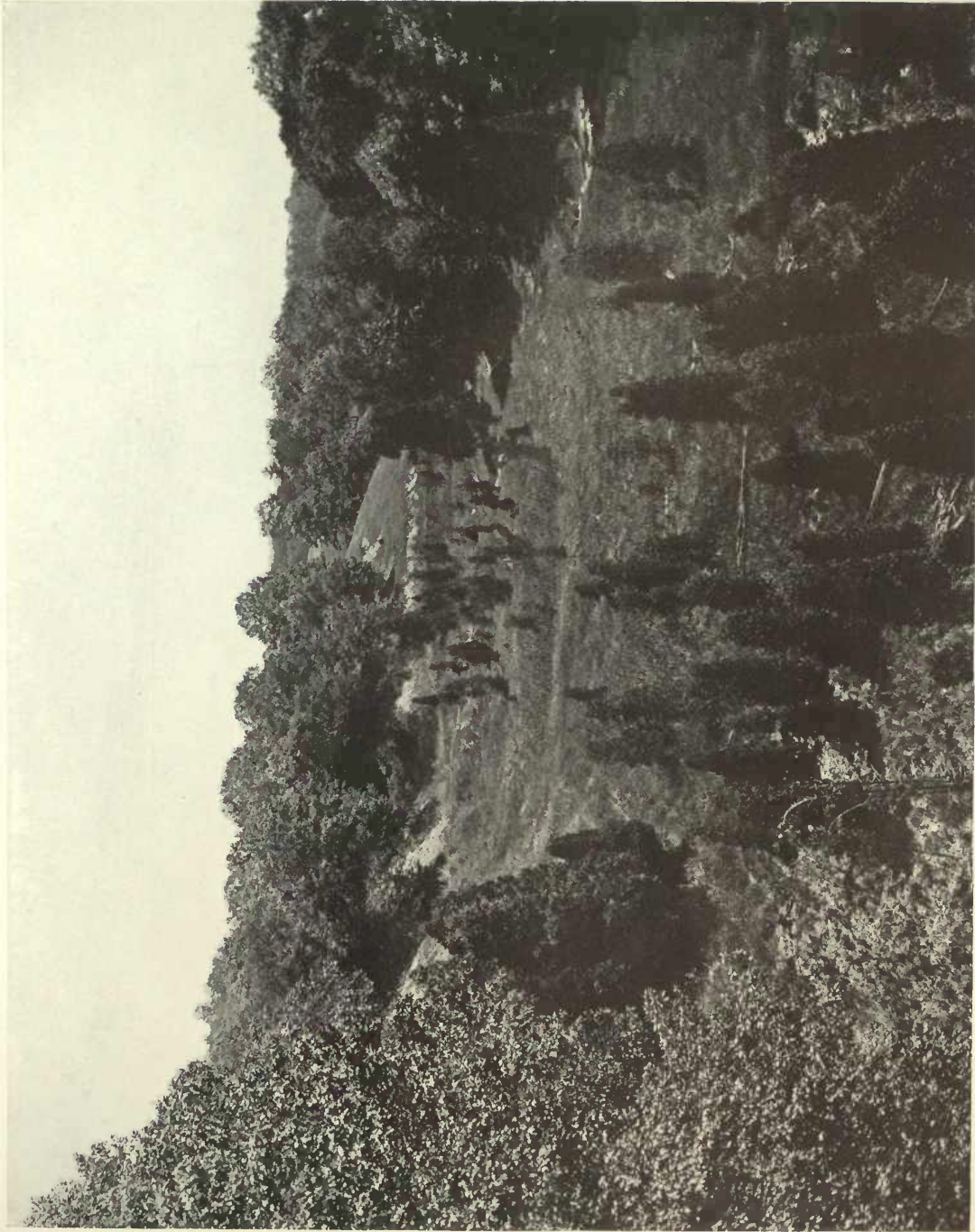
The Grade

View at the North-West end of the Ravine.



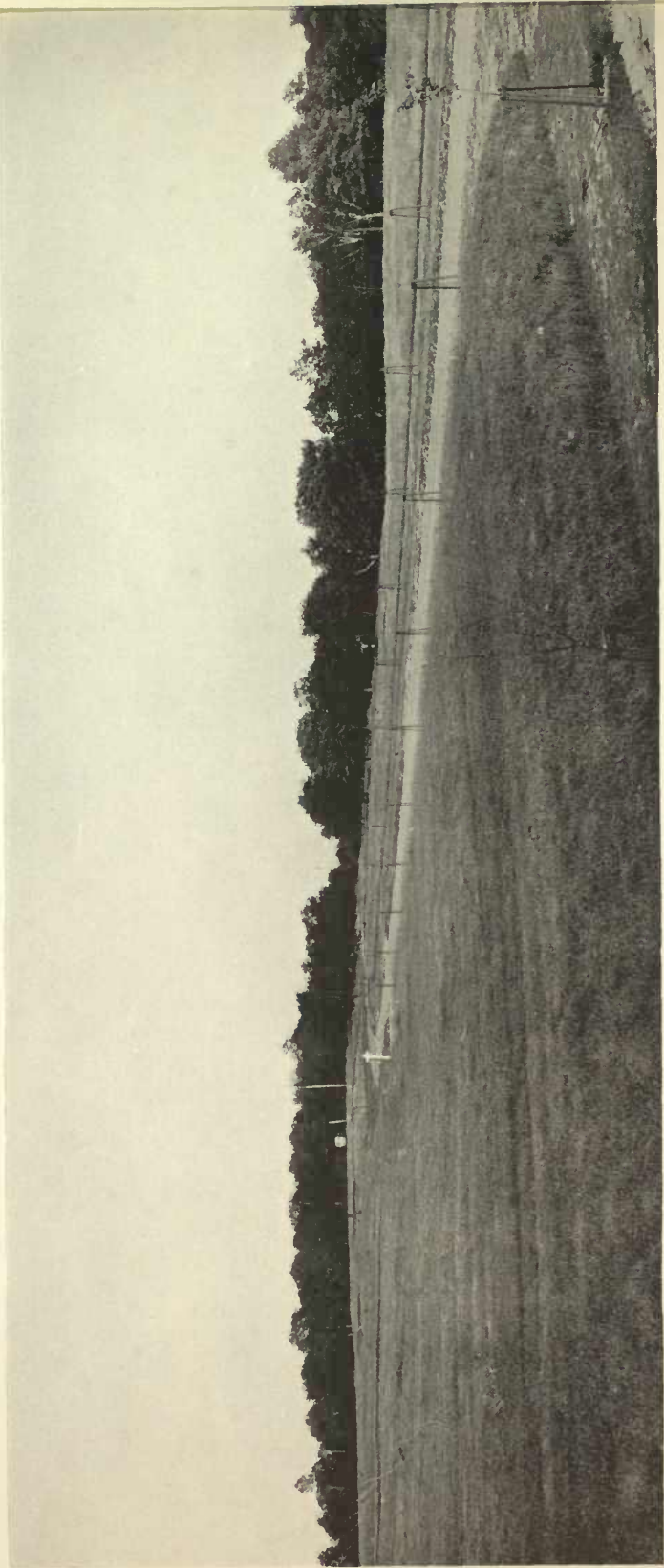
From the Ravine.

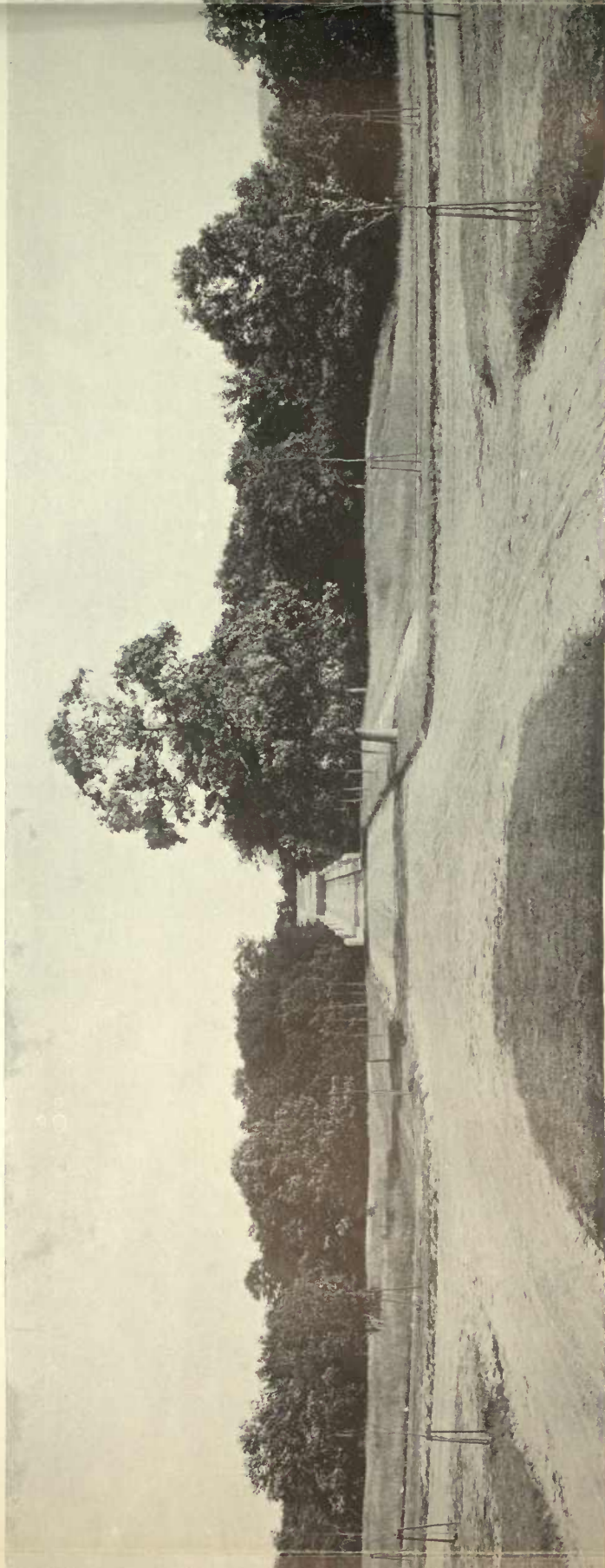
Another view of the Bridge



The Ravine

The floor of the Ravine, looking Easterly from the Bridge.





PANORAMA



Connaught Bridge looking South—52 feet high and 440 feet long. The course of the Ravine across the Property is beautifully shown. The Road running parallel to the Ravine is Strathearn Road.

The Ravine

THE Ravine is very beautiful, and compares favourably with those in Rosedale. It is prettily wooded, and full of variety; the South bank is a thick forest of trees, so that from the top only glimpses can be seen of the Ravine below; the Northern slope presents the appearance of a finished Park with rolling, open spaces and beautiful formations of trees; the floor of the Ravine is wide and much broader than those in Rosedale, which are deeper and narrower.

About half-way from Bathurst Street to the West Side of the Property, after passing Connaught Bridge, the Ravine opens out as shown in panoramic picture 13; it then closes up again and proceeds in its original character to the extreme West boundary of the Property; a second Ravine, as it may be called, runs from this open space in a North-westerly direction; it is not so wide or so deep as the big Ravine, and has different characteristics. It is well wooded with different varieties of trees, and resembles in appearance a Forest Glade with sloping, grassy banks.

There is no doubt that the big Ravine will form part of a continuous Boulevard Drive around the City, embracing all the principal Ravines and beauty spots; the plan for this has been worked out by the Park Commissioner and the Guild of Civic Art; a large portion of the Drive has already been completed, and it cannot be very long before the whole Drive is finished.

It is intended to develop the Ravine into a Park for the benefit of the residents of the Property; it is entirely owned by the Company, and the purchasers of Lots in Cedar Vale will have the benefit of all Park improvements. The original plans contemplate Club Grounds, with Summer Pavilions and Tennis Courts and Bowling Greens for the private use of the owners of the Property.

The natural picturesque and attractive character of the Ravine will be added to by the building of a Roadway along the banks of the stream, and it is intended further to build a dam, which will cause the waters to form a lake in the Club Grounds, which must be a pleasing feature.

The Ravine is a feature to which one cannot attach too much importance; as a fresh air space alone it is of value, but when we consider its beauty and sweetness, and its usefulness as a park and pleasure grounds, it lends greatly enhanced value to the Property for residential purposes.

Proper provision will be inserted in all the deeds of the Property on the banks of the Ravine or adjoining that the residents are not to remove soil or to cut the underbrush or shrubs or trees in the woods, or in any way interfere with the original forest floor.

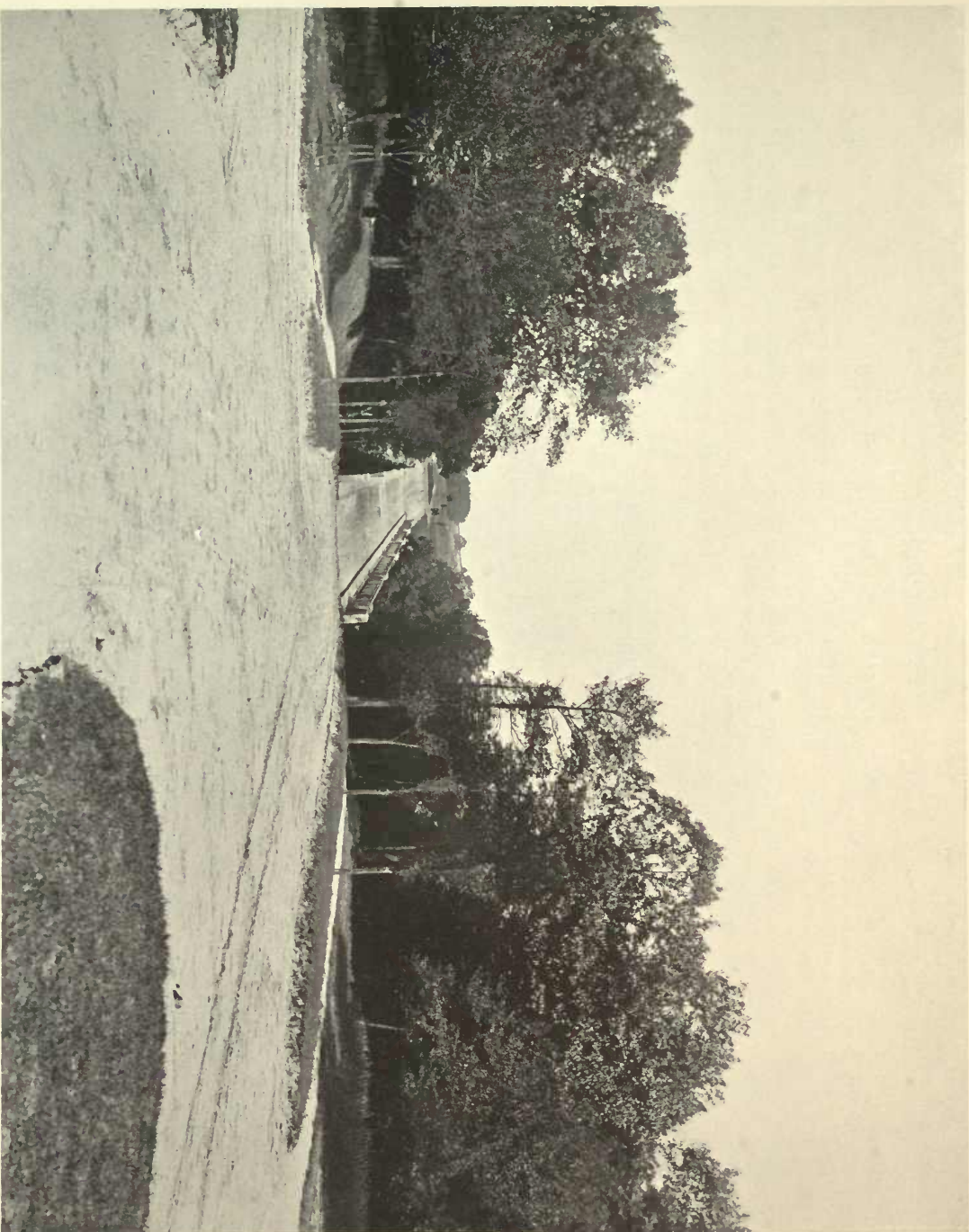
All Residences will be First-Class

THE Building Restrictions, which will be found on another page of this Booklet, are such as to maintain the Property as a high-class residential district for all time.

They provide for houses costing not less than \$6,000, and only one house can be built on each lot having a frontage of fifty feet; provision is made that the porch or steps of any house must be built at least 25 feet back from the street line, which will leave a distance of 116 feet between the houses on the 66 foot streets and 138 feet on the boulevards.

The Plans of all houses must be approved by the Company or its Architect, and no plans will be passed which would in any way interfere with the general architectural appearance of any street; the houses must be constructed of certain standard materials unless special permission is granted to use others.

No buildings will be allowed for any business, trade, or profession, except that of a qualified physician or dentist, and no apartment houses are to be erected on the Property.



Connaught Bridge

Crossing the Ravine from the Southern portion of the
Property into the Park Lands.

All fences shall be subject to the approval of the Company, and no front or boundary fences will be allowed to be higher than three feet, and must be of open construction; other line fences may be built to a height of seven feet.

On the Vaughan Road it has been deemed advisable to allow the erection of Stores, but Restrictions have also been placed upon them, to insure the erection of stores which will be in keeping with the general character of the Property.

The Location

THE location of Cedar Vale is all that can be desired for a residential district; it is only a few minutes' walk from the corner of St. Clair Avenue and Bathurst Street; the Civic Street Cars run from Yonge Street and from Avenue Road past this corner.

Connaught Gates are three and a half miles from the City Hall, and two miles from the corner of Bloor and Yonge Streets, which latter corner is the centre of the City according to the Map for 1914 issued by the Map Company.

The Property is very much closer to the centre of the City than many districts which are already part of the City of Toronto proper; North Toronto is four and a half miles from the corner of Bloor and Yonge Streets; West Toronto, five miles from that corner; East Toronto, five miles from that corner, and South Toronto, which is stopped by the Water-front, is two miles from that corner.

The most convenient way to reach Cedar Vale at the present time is to take an Avenue Road car to St. Clair Avenue, and then a Civic Car on St. Clair Avenue to Bathurst Street; the district one passes through from Bloor Street all the way to Cedar Vale is covered with beautiful residences, and presents a very charming appearance.

The City's Growth Towards Cedar Vale

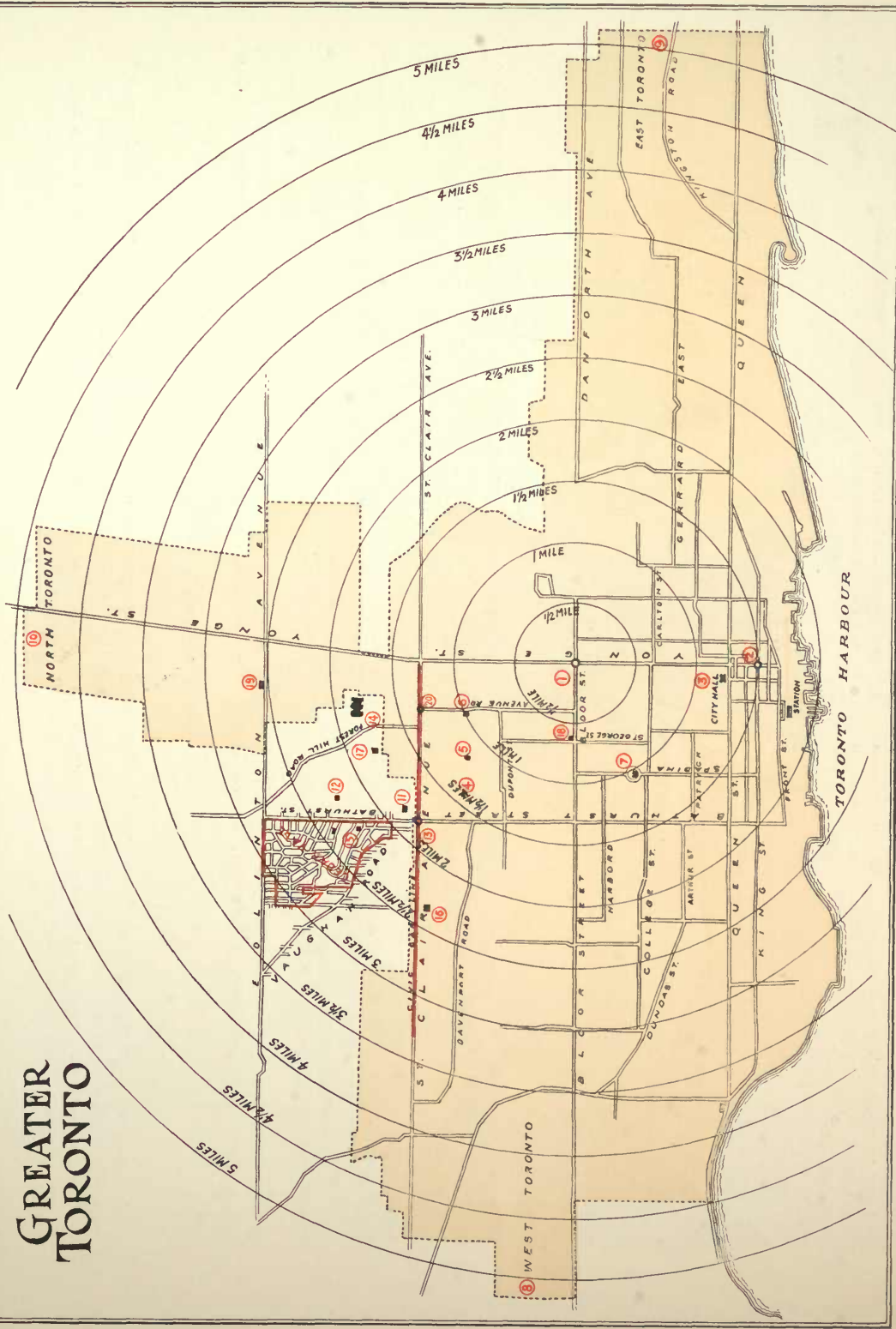
FROM the fact that Toronto is bounded on the South by Toronto Bay and Lake Ontario, it must grow West and North and East.

The West, except in the beautiful Humber River District, is largely devoted to manufacturing; the East, with Ash-bridge's used for industrial development, will be the same; the centre is for business of all kinds which is always done in the heart of a great city; the residential section must go North, and the residential Toronto of the future is over the top of the Hill.

This is inevitable because of the expansion of the business centre; the whole Southern portion of the City is being improved and extended; the City will move northwards to make room; the Toronto Harbour Commission has begun the construction of its great work, with the assistance of the Dominion Government and the City; the Railways are to construct the Viaduct; Wharfage facilities will be increased and traffic greatly enlarged; the wholesale and retail trade, the new trade at all events, will have to go farther North, as it is now doing up Spadina Avenue, Sherbourne Street, Bathurst Street, Dufferin Street, and others; the apartment house and boarding house sections, generally on the fringe of trade, are going Northwards, as can be seen on any street between Sherbourne Street and Bathurst Street; Rosedale is full and the Annex is full; College Street has become a business street, Bloor Street even more so.

Perhaps the greatest change which has taken place in Toronto of late years is in the territory along the C.P.R. Tracks and Dupont Street; that was purely residential when Dupont Street was opened up, it was the North end of the Annex; the Railway development there has changed everything; North of Dupont Street is now Railways, Lumber Yards and Factories; the number of tracks is being increased, subways constructed on the main thoroughfares, and the new

GREATER TORONTO



Cedar Vale is shown above within the red lines. The circles are from the corner of Bloor and Yonge Streets, and show the distances from that point of the various portions of the City.

- | | |
|---|--|
| 1. Corner Bloor and Yonge Streets. | 15. Residence of Mr. W. B. Boyd. Residence of Mr. A. G. Piper. |
| 2. City Hall. | 16. Oakwood High School. |
| 3. City Hall. | 17. Bloor and Strathmore School. |
| 4. Residence of Sir Henry M. Pellatt, "Casa Loma." | 18. York College and St. George Streets. |
| 5. Residence of Mr. John C. Eaton. | 19. Residence of Mr. J. G. Galt. |
| 6. Residence of Sir William Mackenzie. | 20. Corner Avenue Road and St. Clair Avenue. Junction point with Civic Car Line. |
| 7. Knox College—said to be the geographical centre of the City. | |
| 8. Western Limit of the City of Toronto. | |
| 9. Eastern Limit of the City of Toronto. | |
| 10. Northern Limit of the City of Toronto. | |
| 11. Residence of Mr. R. J. Fleming. | |
| 12. Residence of Mr. P. W. Sothmann. | |
| 13. Corner of St. Clair Avenue and Bathurst Street. | |
| 14. Upper Canada College. | |

Joint Station of the C.P.R. and Canadian Northern Railway will soon be under way; when the Station is built there will have to be more ground occupied for switching and siding and general railway purposes.

The Civic Authorities have paid a great deal of attention to the development of the North-west part of the City for residential purposes; St. Clair Avenue has been widened to 100 feet, with a double line of Street Cars upon it, running from Yonge Street to West Toronto; at the East End, between Yonge Street and Duferin Street, it is the centre of a magnificent residential district; a new Bridge is being built over the Ravine between Spadina Road and Bathurst Street, in the neighborhood of Cedar Vale; the Bathurst Street Hill, at the Davenport Road, which has always stood in the way of development in that section, is now being cut down; Terauley Street is to be immediately widened from the City Hall to the Davenport Road, making a new and direct route from the City Hall to the Cedar Vale territory.

Question of Annexation

THE Mayor, Members of the Board of Control, and a large majority of the Aldermen of the City have visited Cedar Vale, and have acknowledged the beauty of the Park Lands and of the Ravine, and its desirability as a residential section, and have stated that owing to the fact that it is now on the City boundary line and is so attractive for residential purposes, and has been so beautifully developed at the Company's expense, it must be taken into the City. It would have been taken in last year, and a resolution to that effect passed the Board of Control, but the Petitions for Annexation covered a very large territory North and East and West, and the Council refused to take in such large areas at one time, and this district was obliged to remain out with the others for the time being; application is now being renewed.

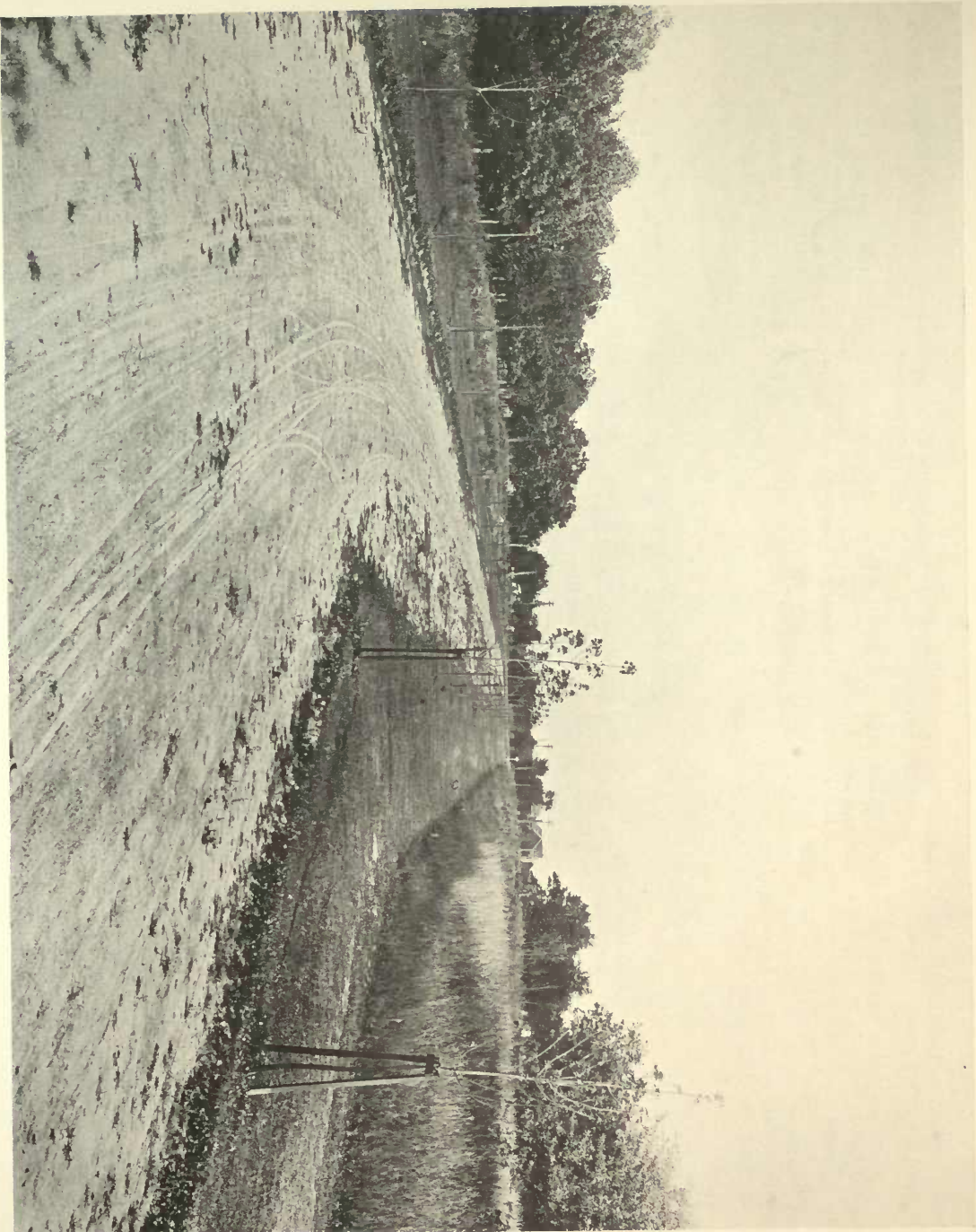
Though it is in some points of view desirable to have Annexation, there is no real necessity for it, in view of the various movements recently initiated for providing suburban properties with the chief City conveniences of sewers and water; negotiations are now being carried on between the Township of York, in which this Property lies, and the City Council, for building sewers and laying water mains in the sections of the Township adjoining the City Limits; application is also being made by the York Township Council to the Legislature for an Act to compel the City to permit the Township to make connection with its sewerage and water systems and to supply the Township with water.

It is, therefore, settled that this section will be annexed to the City of Toronto forthwith, or within a reasonable period, and that in the meantime, in one or other or all of the ways suggested, sewers and City water will be available for the residents of Cedar Vale.

Sales of the Property

NEARLY the whole of the frontage on the Vaughan Road has been sold, and stores are permitted on that frontage only. One has already been erected, and it is intended to proceed with the erection of more during the present year. A number of the Ravine Lots on Hillbrow Avenue have been sold, but there are still a great many more available. Lots have also been sold on Connaught Avenue, Strathearn Road, Markham Street, Ravine Drive, Bathurst Street and Eglinton Avenue.

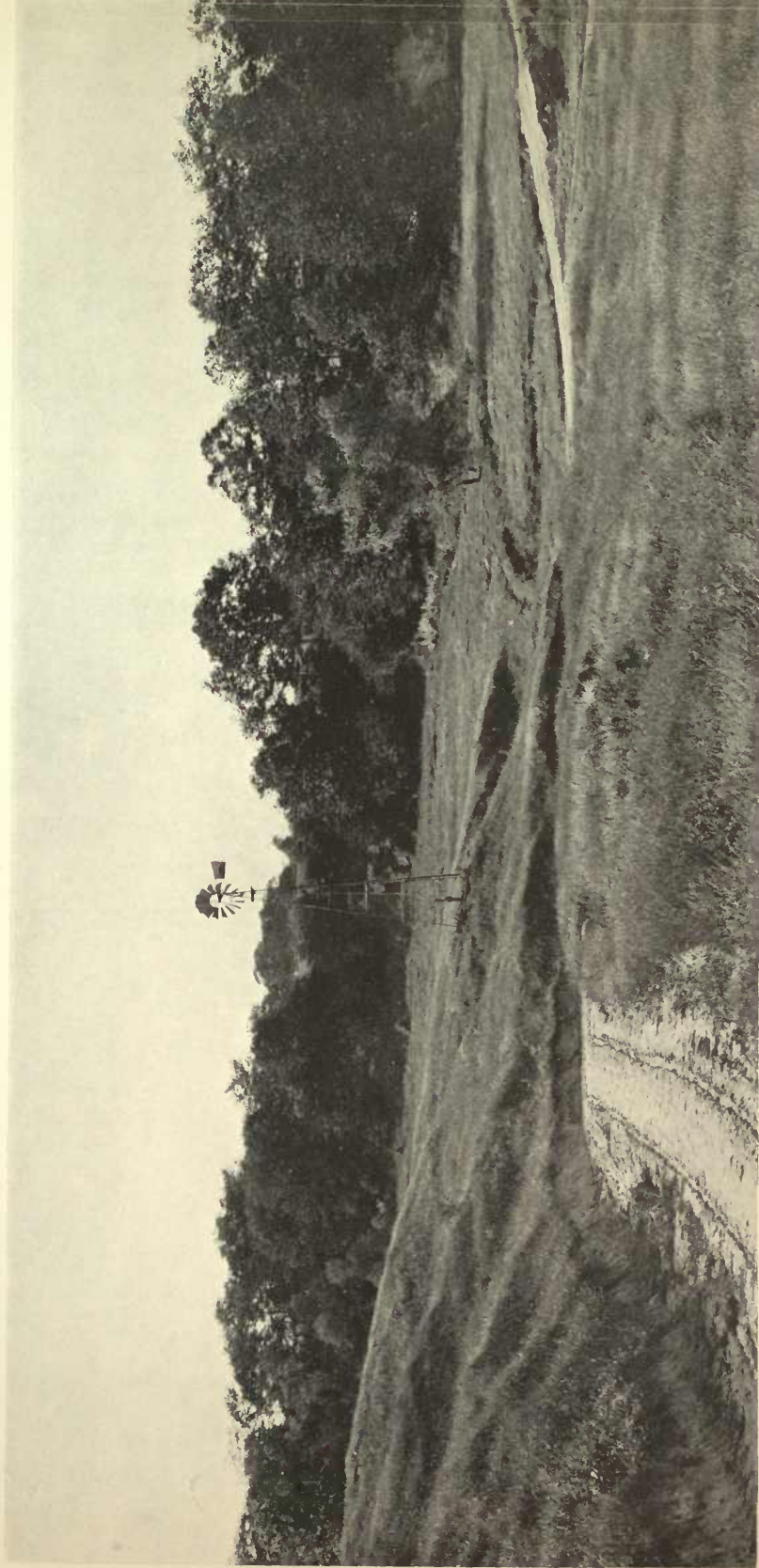
A beautiful residence has just been erected on Strathearn Road, on the North side of the Ravine, near Bathurst Street, by Mr. W. B. Boyd, Consulting Engineer for the Canadian Northern Railway, Eastern Division, and another residence has been finished by Mr. A. G. Piper, of the N. L. Piper Railway Supply Company, on Hillbrow Avenue on the South side of the Ravine; many of the owners of lots have purchased for investment purposes, with the intention of building homes for themselves.



Willbrow

[20]

Looking towards Balthurst Street, showing the grinding
of the Road and planting of Trees. The Marine is on
the left.





PANORAMA



Opening in the Ravine at the West end at a distance of half-a-mile Westerly from Bathurst Street. The Road on the right is Hillbrow Avenue, which runs past Connaught Bridge over to Bathurst Street. The Road in the centre is an Old Farm Road; it runs into the second Ravine, which extends in a North-Westerly direction. The Property in the right centre of the picture on the brow of the hill has been reserved for Sir Henry Pellatt; that on the left centre for Colonel The Hon. James Mason.



Forest Hill Railway

A CHARTER has been granted by the Provincial Legislature to a Syndicate for the construction of a Railway along Forest Hill Road; this Road will run from the neighborhood of Avenue Road, past Upper Canada College, and North-west along Forest Hill Road to Eglinton Avenue, West along Eglinton Avenue past Cedar Vale; it is to be built in a similar manner to the Toronto Railway, so as to run in parallel with that system whenever the territory becomes annexed to the City.

Reasons Why Cedar Vale is Desirable for Private Residences

1. Its location over the Hill and away from the Railways and Factories and business turmoil of the City.
2. It is high up above the City, and the air is clear and invigorating.
3. It forms part of the residential section of the City of Toronto.
4. It has the beauty of the Park Lands and the charm of the wooded Ravine, the gently rolling slopes and the picturesque winding streets.
5. The Ravine affords a beautiful fresh air space, and will be used by the residents as a Park and pleasure ground. The advantages of this Ravine greatly enhance the value of the land.
6. Its proximity to the centre of the City, and its accessibility by the St. Clair Avenue car line, the Bathurst Street car line, and, when constructed, the Forest Hill Railway on Eglinton Avenue and Forest Hill Road.
7. The route from the City to the Property is through residential sections and amongst beautiful homes. The easiest present access is by Avenue Road car up Avenue Road to St. Clair Avenue, and the Civic Line along St. Clair Avenue to Bathurst Street, crossing the new Bridge over the St. Clair Avenue Ravine.
8. The district has so recently been made accessible and is so close to the City Limits, and has such beautiful features.
9. The Boulevard Drive to be laid out by the City of Toronto passes through the Property.
10. Being over the top of the Hill, the district can never be encroached upon by the Railways.
11. It is not in a manufacturing neighborhood, and no factories can ever locate there, because it does not offer the advantages for the purpose which other sections of the City do.
12. It has a natural Park in the Ravine, and an artificial Park in Connaught Gardens, together with Garden Spaces and Boulevard Drives.
13. The Restrictions ensure the high-class character of the Locality.
14. There is nothing speculative in buying land in this District; it is a safe investment. All commercial undertakings have their elements of risk, but land values in Toronto, close in by St. Clair Avenue, as this is, must inevitably appreciate because of the growth of the City, its attractiveness as a point for immigration and its rapidly increasing population.



Driveway

Through the Glade at the North-West end
of the Property.

Looking towards the Bridge

View from the rear of Mr. Hoyd's new Residence.





Connaught Avenue

From the Park Circle to the Gates on Bathurst Street.

Building Restrictions

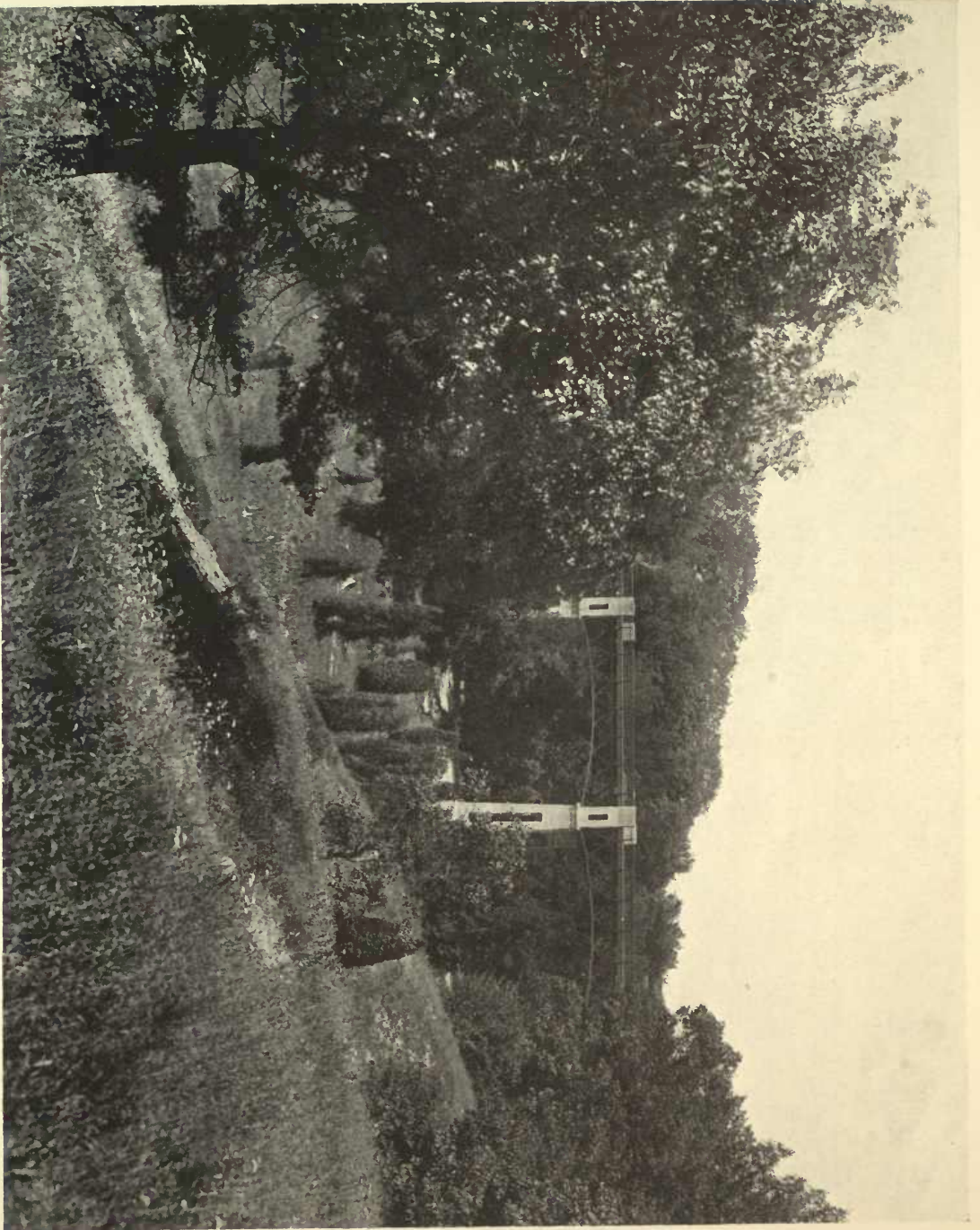
THE following Building Restrictions shall run with the land and be in force for a period of twenty years from the 31st of December, 1911, and will be inserted in each Deed. Restrictions Nos. 1 to 8 inclusive shall apply to the whole of the Property of Cedar Vale, except the Lots fronting upon the York and Vaughan Road. Restrictions Nos. 9 to 11 inclusive shall apply to the Property in Cedar Vale fronting upon the York and Vaughan Road.

1. The property is sold subject to building restrictions providing for detached houses costing not less than \$6,000, no attached or semi-detached house shall be permitted, and one detached house only may be erected on any Lot.
2. The external walls of all houses shall be constructed either wholly of brick or stone or partly of brick and partly of stone, or partly of either or both of said materials and partly of stucco, providing that in no case shall the stucco be more than half of the external walls of the house.
3. If, however, it is desired to construct any external wall of any other material than stone, brick or cement, the consent of the Vendors in writing must first be obtained and the Vendors shall be at liberty to give any such consent, and all plans must be approved of and signed by the Vendors or their Architect.
4. No building on the said land or the land appurtenant thereto shall be used for the purpose of any business, trade, profession (except a duly qualified physician or dentist), sport or employment, or for any purpose which might be deemed a nuisance, but to be used only for residential purposes, but such residential purposes shall not include an apartment house.
5. No excavations shall be made on any lot except for the purpose of building and at the time when the building operations are actually commencing, and no sand or earth shall be removed except as part of such excavations; no excavated material of any kind or rubbish shall be deposited in the ravine.
6. No part of any house, or its verandah, porch or steps shall be nearer to the street line in front than 25 feet and in the case of corner Lots shall not be nearer to the side street line than three feet. Without the Vendors' consent no front or boundary fence shall be erected unless it is of open construction and not higher than 36 inches, and no other line fence or obstruction shall be higher than 7 feet, and the style and character of all fences shall be subject to the Vendors' approval.
7. No signs, billboards or advertising matter of any kind shall be placed upon the property without the consent of the Vendors in writing.
8. The residents will not remove soil in or from the ravine, or cut the underbrush or shrubs or trees, or in any way interfere with the original forest floor, except with the sanction of the Vendors in writing.

The following restrictions are to apply to the lots fronting on the York and Vaughan Road:

9. Every building to be erected upon the property shall be of solid brick, and shall be of the value of not less than \$3,500. In the case of residences there shall be one house to every fifty feet, or, in the case of stores, one store to every twenty-five feet; each residence or store shall be not nearer than 10 feet from the street line in front and not nearer than three feet from the side street line when the residence or store is to be erected on a corner.
10. The plans for each residence or store shall be approved by the Vendors or their Architect.
11. No signs, billboards or advertising matter of any kind shall be placed upon the property without the consent of the Vendors in writing.

The Vendors shall be at liberty to consent to or waive any modification of or variation from any of the said restrictions in respect of any building if they shall deem the same to be mere matters of detail or of minor character and not such as to materially affect or prejudice any interests protected by the above restrictions.



The Rattray and Bridge

From Strathcarr Road, looking Westward.



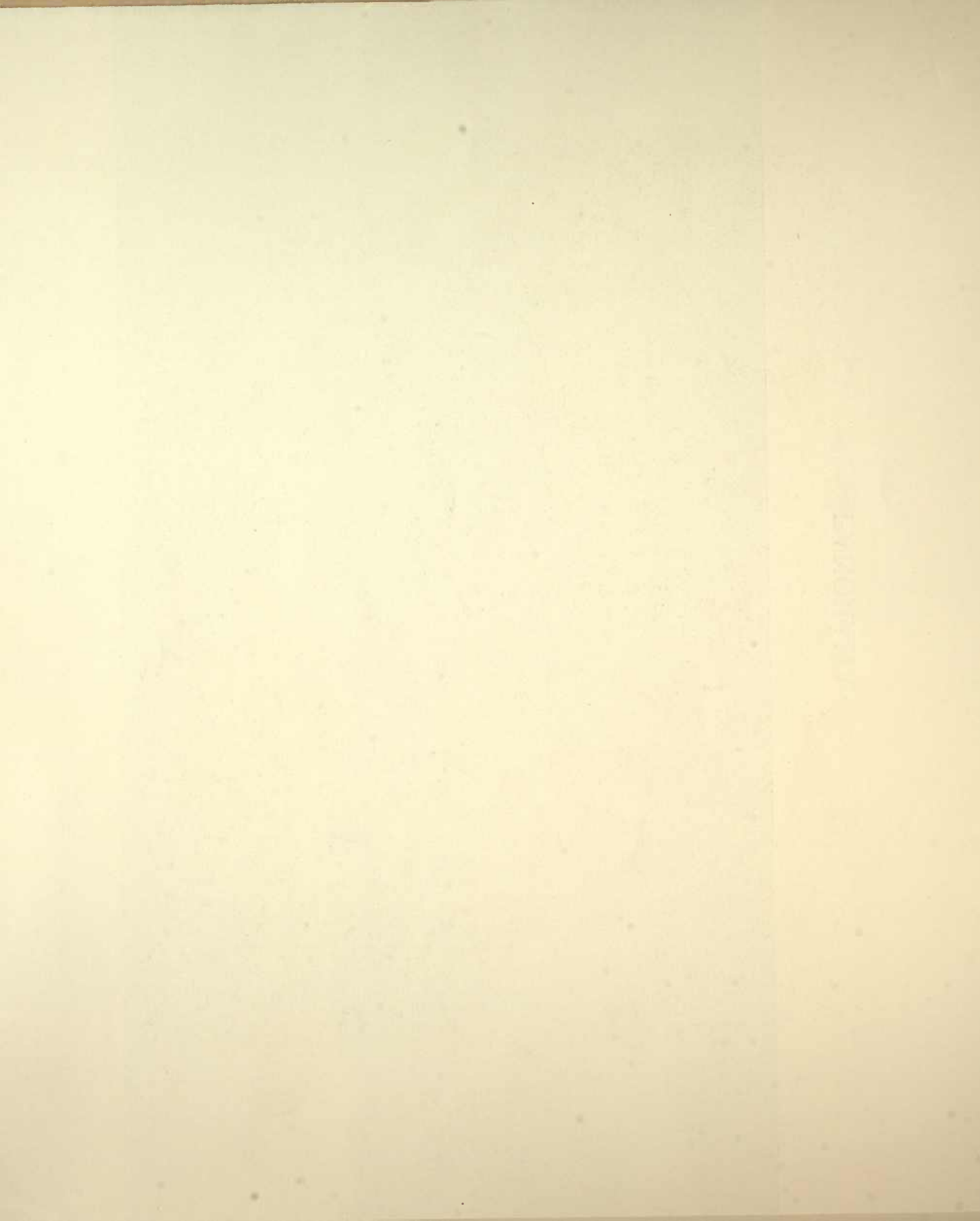
In the Glade

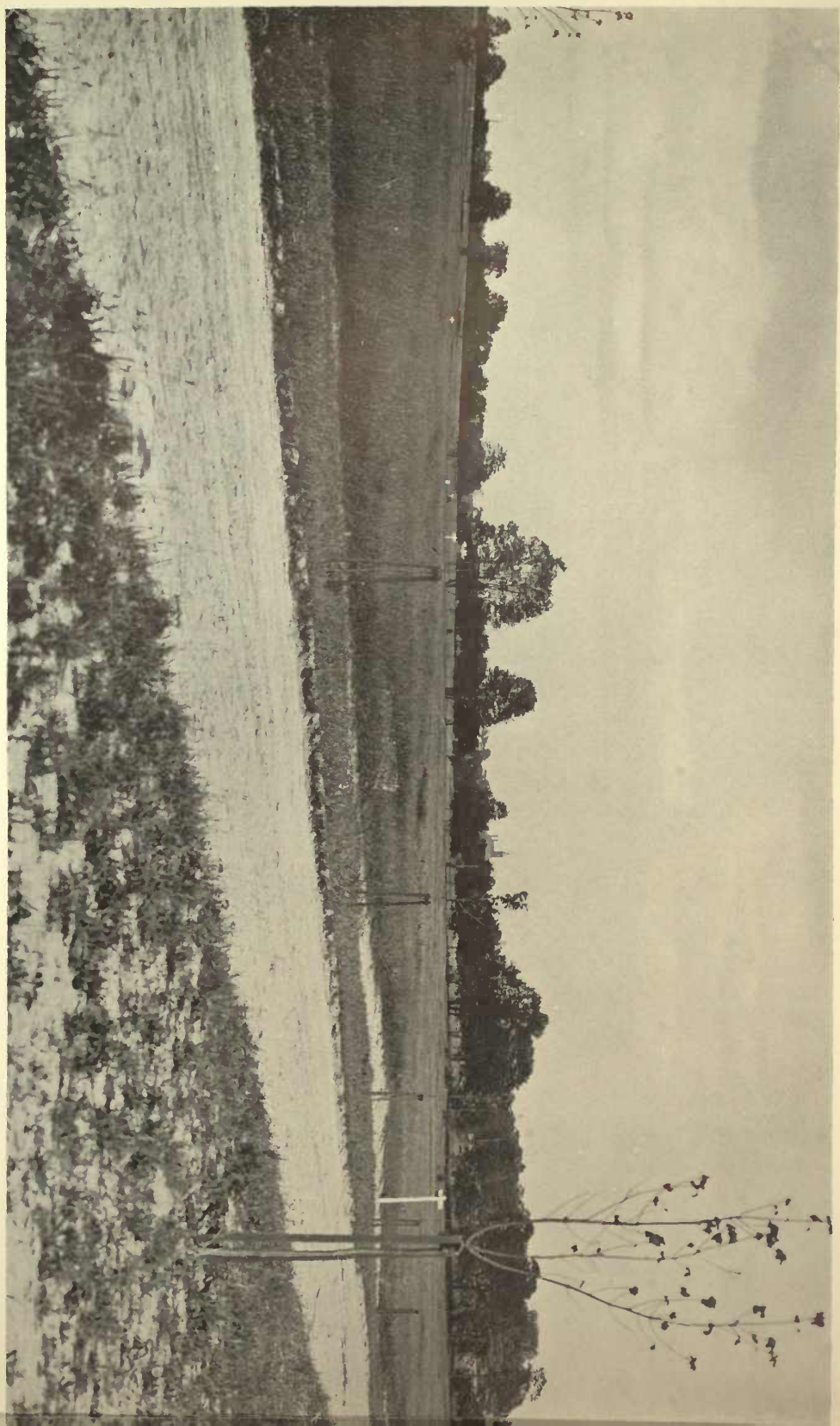
Another view.



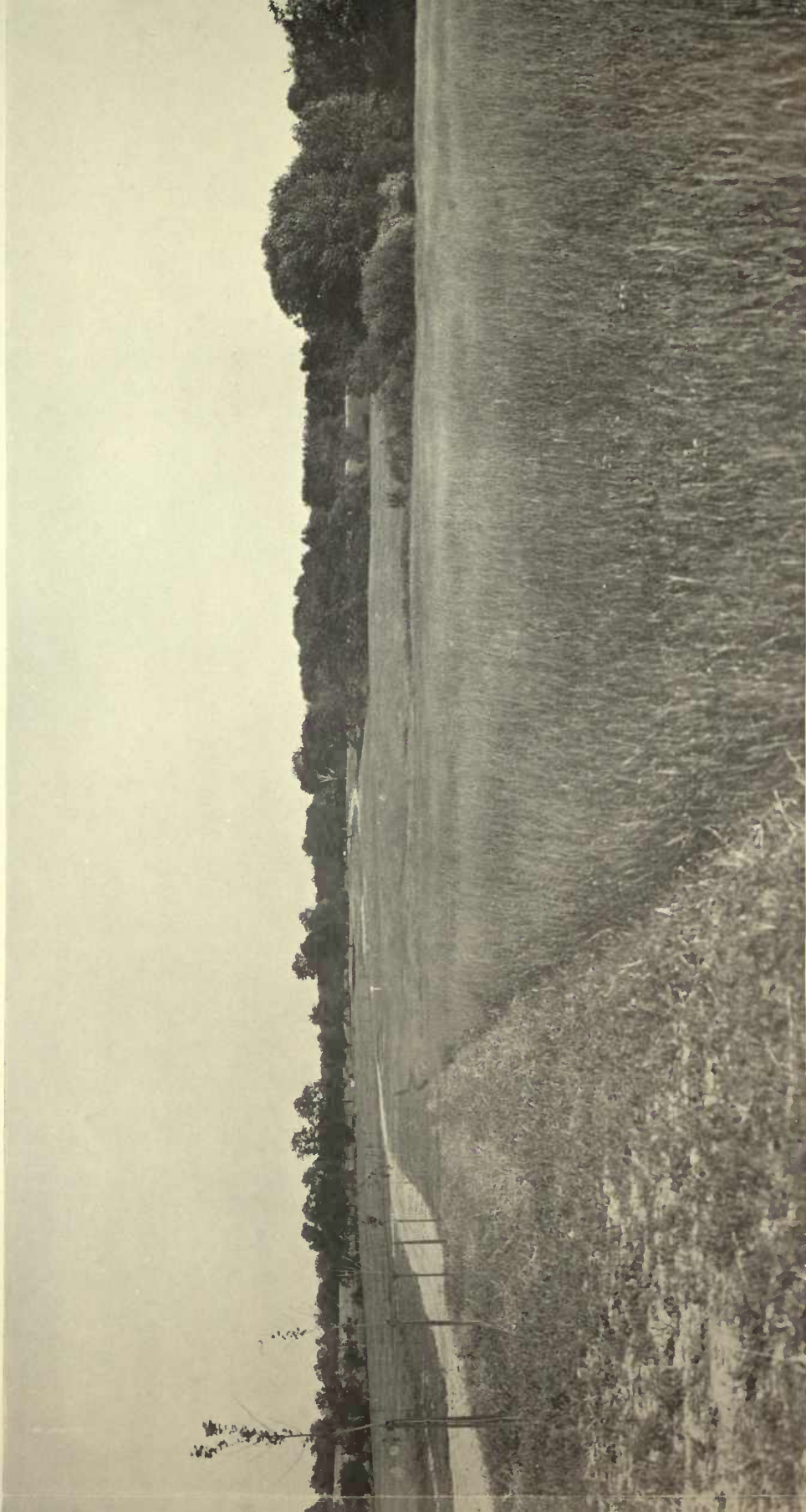
The Ravine Drive

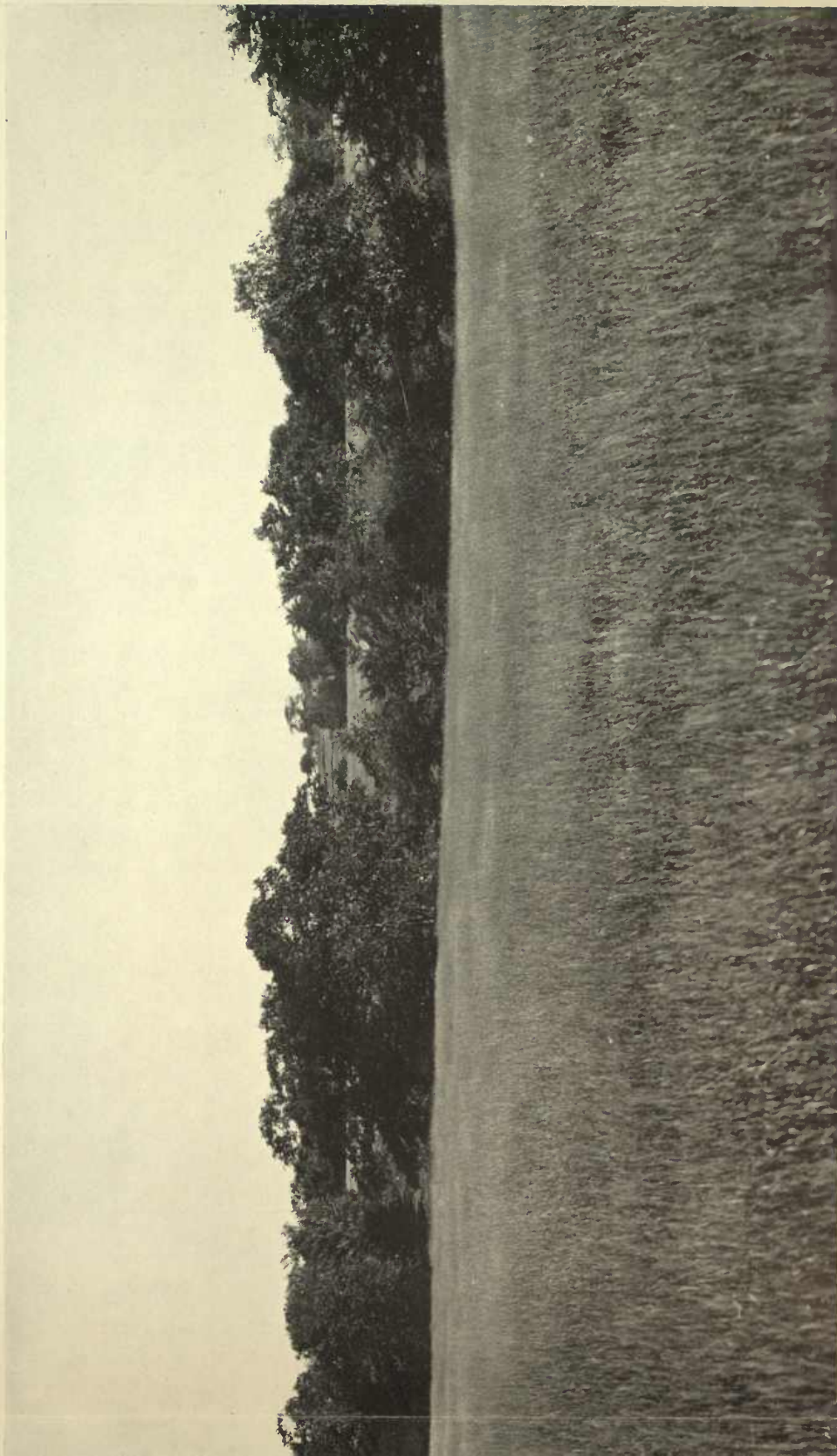
Through the Glade.





PANORAMA





Strathearn Road near its Northern end, showing the end of the Ravine and Glade on the right; the Main Ravine, not visible, is at the extreme South of the Property. Strathearn Road runs to the South, where it joins Connaught Avenue at Connaught Bridge.

TRL Toronto Reference Library



37131 051 602 41 5

